

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

27 JUN 1934

NEWCASTLE-ON-TYNE

Date of writing Report 25 June 34 When handed in at Local Office 26/6/34 Port of North Shields

No. in Reg. Book. 31107 Survey held at North Shields Date, First Survey 21 June Last Survey 25 June 1934
(No. of Visits 3)

81232 on the Machinery of the Wood, Iron or Steel Se. S. "MILLPOOL"

Gross Tonnage 4218 Vessel built at Stockton By whom Ropner & Co When 1906-10
 Net Tonnage 2707 Engines made at -do- By whom Blair & Co Ltd When 1906.

Nominal Horse Power 369 Boilers, when made (Main) 1906 (Donkey) 1924.
 No. of Main Boilers 2 Owners Pool Shpgg Co. Ltd. Owners' Address Port W. Hartlepool Voyage

No. of Donkey Boilers 1 Managers Lt R. Ropner & Co. Ltd. (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both. Smiths Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) B.S. and T.S.

(Periodical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler Main. 21st June 34 Donkey 22nd June 34

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs p sq inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs p sq inch

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? yes.

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? yes.

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes.

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 22 June 34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

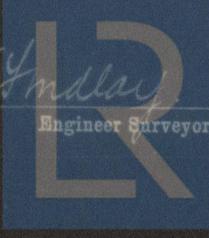
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

how done:- Vessel placed on pontoon, propeller outside fastenings & sea connections, tail end shaft examined and found in good order. The main and donkey boilers examined together with their mountings, doors and fastenings and found in safe working order. Safety valves adjusted under steam to 180 lbs and

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as now seen is, in my opinion eligible to remain as classed and to have records of B.S. 6-34 and Tail shaft seen (CL) 6-34

Survey Fee (per Section 29)..... £	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29)..... £	19
Travelling expenses (if chargeable)..... £	Received by me,
	19

John T. Endley
 Engineer Surveyor to Lloyd's Register of Shipping.



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Committee's Minute
 Assigned

Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Millpool

Photostat copies of
Survey reports.

WSSB-0128



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